	CLASSIFICATION_2274_2702402 0cc221412 0	21
	Darriany (Souriet Cone) REPORT NO.	on amunicipinos con construires
TOPICL	oipsig Control Totor Mchielo Repair Shop	i visiodadidatististististististististististististist
надварения на падпарадуя типустична чителения.	25X1A	Prison Personal Semination (1786 / 1000) CONTROL OF THE EAST CONTROL AND AN ARCHITECTURE AND ARCHITECTURE AND A
EVALUATION	\$ manufacture parts	THEN TO CO.
DATE OF CO	ONTE	
DATE OBTAI	NED	and are reflected from the contract of the con
REFERENCE	S	i (Specimens American Control of Control of American Amer
PAGES	ENCLOSURES (No. & TYPE)	een dit valan jalkis selekti liiselehtuseen van suuri van van valaksen soosee keeringis van esi selektrid.
REMARKS_		
androods (* 18 de - 18 de 1		я нуж у студу у дин, окусую висто совящесь измужения учение заверживания недел
PROGRAMMEN STATEMENT OF THE PROGRAMMENT OF THE PROG		туулуу муктамуарынан жазассаатуун үзөнү болгот частастурган артаана арасаа
ittidaten ja jalaksi vai tai kaksi tapereksi eri (erin jaksissi issaani.	25X1X	enderstronger van geginder 18 p. 40 en september vinnstronger beskipet Westwaren, 1957 von der 19
2011202		
SOURCE		
	strasse, Leipzig N-26. The installation, which had a work for had branch shops in the former Kcellmann Plant in Jurzen (N 5 in Apolda (M 52/J 67) with about 350 and 300 employees respec. 2. Only Soviet-made Studebakers and Fords were thoroughly overhat spare parts needed for these types of vehicles were manufactared to the vehicle repair shop. The superior headquarters of the was the Central Lotor Vehicle Administration on Pappelallee in the vehicles in need of repair were turned in to the repair survent where they were disassembled. The motors and transmissent to the main repair shop in Leipzig, and the axles to the Koellmann Plant, while the lodies were handled in Jurzen on a line. After the inspection and repair of the individual vehinents they were returned to Jurzen for assembly. Up to 80 p spare parts manufactured in the individual shops were stored depots. Every month shipments left for the delivery duildau (N 53/V 02) from where they were presumably shipped to Gears and shafts were manufactured at the former Koellmann Plarey iron casting, mainly cylinder sleeves (Zylinderlaufbucharings were made in Apolda. * 3. Personnel of the central motor vehicle repair shop in Leipzig Major Khudentsky, (fnu), commanding officer; Lieutenant Coloni	2/0 L2) and tively. * ulod there. red at this repair shop in sions were shop at the n assombly iclo compocreat of the in their epot in the U.S.S.R. ant while en) and piston
	(fnu), political officer; Lieutenant Colonel Shmalkov, (fnu) of depots and the procurement section; Lieutenant Colonel Damanager of all the assigned shops; Najor (Tech) Nobolyev, (for of the technical Durean; Khevtsov, (fnu), chief of the technical Section; Major (Tech) Baranovski, (fnu), chief of the machine repair section; Captain Khorost, (fnu), business manager and financial section; Zablankhikov, (fnu), manager of the branch	, in charge khayeff, (fnu), nu), chief ical acceptance e park and the head of the
в го н	CLASSIFICATION SECRAT/CONTROL/HS OFFICTALS ONLY Decument No. 2 No Change in Class.	
	Deciase filed Class. Changed To: TS C Auth.: HR 70-2 Approved For Release 2001/03/05 : CIA-RDR82-Q04597000190	0

Approved For Release 2001/03/05 : CIA RDP82-00457R007100190002-5

S CAN COURCE/US OFFICE LS OFFICE AS OFFICE



25X1A

25X1A

25X1B

Comment. The repair shop is a branch installation of the 54th Central Repair Shop, The APN was also observed

25X1A ↔

in Turzen and apolda.

Onment. In September 1948, Major (Tech) Baranovski, (Inu),
Mas reported to be a section chief of Unit

25X1B

SMOPAT/CENTROL/US OFFICIALS COM

